

**WHAT IS CLAIMED IS:**

1. An engine cylinder head cover comprising:

a round bushing that is attachable to a shank of at least one locking bolt and having a circular inner diameter; and

5 a long hollow bushing having an oval-shaped pipe hole with an inner flat edge having a length and attachable to the shank of said at least one locking bolt, wherein the length of the flat edge is longer than a diameter of said shank.

2. The engine cylinder head cover according to claim 1, wherein

10 said round bushing is mounted at the central portion of the cylinder head cover;

and

said long hollow bushing is mounted at the outer side of the cylinder head cover.

3. The engine cylinder head cover according to claim 2, wherein

15 said round bushing is mounted at a central portion of the cylinder head cover;

and

said long hollow bushing having an oval-shaped pipe hole whose inner flat edge is parallel to the longitudinal direction of the cylinder head cover and is formed at one external side of the cylinder head cover in a longitudinal direction.

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4. The engine cylinder head cover according to claim 1, wherein

a plurality of assembling bushings are mounted at the cylinder head cover for insertion of said locking bolts for installing said long hollow bushing, said round bushing and the cylinder head cover onto the cylinder head; and

said assembling bushings are designed to absorb any manufacturing defects of the cylinder head cover in relation to the cylinder head by forming a hole having a diameter larger than that of the shank of said locking bolts but smaller than that of the head of said locking bolts.

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5. The engine cylinder head cover according to the present invention, comprising two or more long hollow bushings each having an oval-shaped pipe hole, whose inner flat edge closely attaches to the shank of locking bolts, wherein the length of the inner flat edge is longer than the external diameter of the shank of said locking bolts.

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6. The engine cylinder head cover according to claim 5, wherein the flat edges of the oval-shaped pipe holes of said two long hollow bushings are perpendicularly installed in relation to each other.

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7. The engine cylinder head cover according to claim 5, wherein a plurality of assembling bushings are mounted at the cylinder head cover to allow insertion of said locking bolts for installing said long hollow bushing and the cylinder head cover onto the cylinder head; and

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assembling bushings are designed to absorb any manufacturing defects of the cylinder head cover in relation to the cylinder head by forming a hole having a diameter larger than that of the shank of said locking bolts but smaller than that of the head of said locking bolts.

8. An assembly method of an engine cylinder head cover, comprising:

forming a round bushing for provisionally assembling locking bolts on a cylinder head via a round bushing, which is disposed at the cylinder head cover and has a circular inner diameter for closely attaching to a shank of said locking bolts;

forming a long hollow bushing for provisionally assembling said locking bolts  
5 on the cylinder head via said long hollow bushing having an oval-shaped pipe hole, which is placed at the cylinder head cover, and the inner flat edge of said oval-shaped pipe hole closely adheres to the shank of said locking bolts, wherein the length of the flat edge is longer than the shank's diameter of said locking bolts; and

fastening said locking bolts at a fully-tightening torque, wherein some of said  
10 locking bolts are assembled at the cylinder head via a plurality of assembling bushings, which are placed at the cylinder head cover and have a larger diameter than that of the shank of said locking bolts, while other locking bolts are provisionally assembled at the cylinder head via said round bushing and said long hollow bushing.

15 9. The engine cylinder head cover according to claim 8, wherein the round bushing forming step and the long hollow bushing step are manually performed.

10. The engine cylinder head cover according to claim 9, wherein  
said round bushing step is completed by provisionally assembling said locking  
20 bolts onto the cylinder head via said round bushing disposed at a central part of the cylinder head cover; and

said long hollow bushing step is completed by provisionally assembling said locking bolts on the cylinder head via a long hollow bushing having an oval-shaped pipe hole at an edge of the cylinder head cover along the longitudinal direction, wherein the

inner flat edge of said oval-shaped pipe hole is parallel with the longitudinal direction of the cylinder head cover.

11. The engine cylinder head cover according to claim 9, wherein said locking bolts  
5 fastening step is performed by an automatic bolt tightening device, which simultaneously couples a plurality of locking bolts.

12. The engine cylinder head cover according to claim 9, wherein said locking bolts fastening step is manually performed.

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13. The engine cylinder head cover according to claim 9, wherein said locking bolts fastening comprises:

assembling said locking bolts via a loose-tightening torque having a larger value than a provisional assembly tightening torque, which provisionally assembles said  
15 locking bolts through said round bushing and said long hollow bushing, but has a smaller value than the full-tightening torque; and

fully tightening said locking bolts at the full-tightening torque following said loose-tightening step.

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